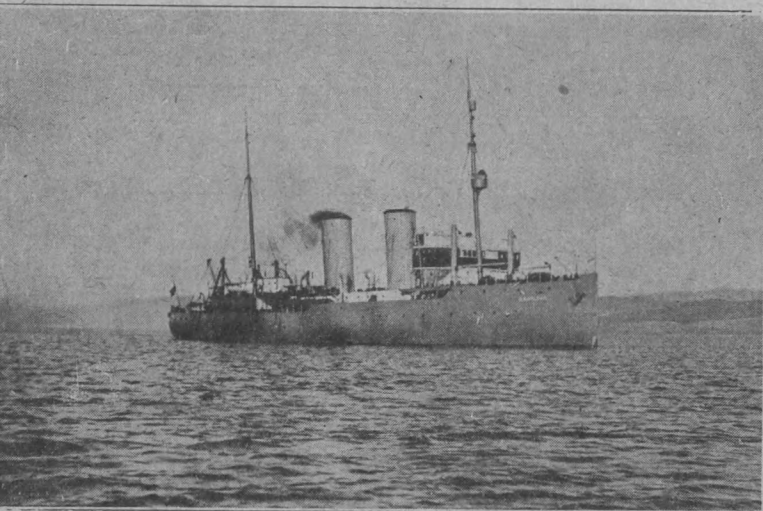


REPORT
of the
Tenth Annual Convention
of
The Hudson Bay Route
Association

Yorkton, Saskatchewan

February 26th and 27th, 1953



"BUY BRITISH"
Export and Import Via
Port Churchill

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HUDSON BAY ROUTE ASSOCIATION

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WINNIPEG

CANADA

Report of the Proceedings of the Tenth Annual Convention of the Hudson Bay Route Association

The convention was called to order by the President, Mr. W. G. Streeton of Plunkett. There followed an address of welcome by His Worship Mayor Langrill, who welcomed the delegates to the city, stressed the importance of the work they were doing, and hoped they would have a most successful convention.

The agenda was considered, and adopted as presented.

President's Address

Ladies and Gentlemen:

It gives me great pleasure to welcome the members of the Hudson Bay Route Association and the people of the City of Yorkton to the tenth annual convention of the Association. I was pleased at our last convention in North Battleford when it was decided to hold this year's convention here.

In the financial statement you will note that the Association's finances are sound. The past year has been a successful one and progress has been made. The flow of imports and exports has steadily increased. Part of the credit for this is due to the Western



Export Import Company who used this northern seaway import of large quantities of goods. Other Western businesses are also helping to increase two-way trade through the Port of Churchill.

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During last April I headed a delegation of members from Manitoba and Saskatchewan and interviewed the Canadian Wheat Board. We were assured that sales for export were very satisfactory at that time. The large amount of wheat out of condition for export proved a major problem for the Wheat Board, nevertheless they managed to increase shipment via Churchill over previous years.

It is to be regretted, however, that no ships called at the Port for several days during mid-summer. Apparently there was no shortage of wheat at the terminal elevator at Port Churchill during that time.

This same delegation contacted both C.N.R. and C.P.R. officials regarding rail extensions. Little progress was made due to the fact that rail extensions were not being considered at that time.

While the report of our executive to the convention covers a wide field of accomplishments, I shall ask some of our directors to elaborate more fully on the work which was assigned to them. Director Mr. R. H. MacNeill of Kississing, Manitoba, will report on the Association's brief regarding equalization of freight rates. Director Cameron McIntosh of North Battleford will report on his interview with the Hon. C. D. Howe regarding additional storage space at the terminal elevator at Port Churchill. Director W. A. Richford of Preeceville will report on the necessity of an aerial patrol over the Hudson Straits and the necessity of the ice-breaker, N. B. McLean, being stationed at Port Churchill during the shipping season.

The Hudson Bay Route Association is dealing continuously with these problems now.

May I say that the resolutions passed at the last convention have been acted upon and that I have attended all executive meetings during the past year.

I take this opportunity to thank our secretary, Mr. Frank Eliason, executive members, and the board of directors for their co-operation. Thanks are also due to Mr. W. J. Hanson of the Trade Services Division of the Saskatchewan government and technical advisor to the Association for his assistance. The support of the Manitoba government and members also deserves mention.

International Harvester Extends a Welcome

**TO DELEGATES TO THE
10TH ANNUAL CONVENTION OF THE
Hudson Bay Route Ass'n**

You are to be commended for the tireless effort expended in promoting Western advantages for Western people. You are most deserving and must derive much satisfaction from your accomplishments and the progress you have made by your forward-looking activities.

Tomorrow's future rests on what is accomplished today. All high achievement is attained through energy, courage and sound judgment.

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International Harvester Co. of Canada Ltd.

YORKTON, SASK.

In closing I will thank the Saskatoon, North Battleford and Prince Albert Boards of Trade and the Canadian Press for their kind co-operation and support.

I wish you all a successful convention.

Respectfully submitted,

W. G. STREETON,
President.

Executive Report 1952

Following the 1952 convention all contacts were written to as per instructions contained in resolutions passed by the convention and the minutes of the directors' meeting held following the convention. The response from overseas was encouraging. The press featured our reports and inquiries about trade connections were received in great numbers both at the office of the Association and by the Western Export-Import Company.

Wheat Exports

Exports of wheat reached an all-time high of 8,500,000 bushels during the 1952 season as compared with 7,250,000 in 1951.

Twenty-seven ships from Britain, Italy, Germany and Chile called at Port Churchill and took delivery of this wheat as compared to 21 ships in 1951.

The aim of our Association is 25 million bushels annually and we wonder why the authorities who control wheat shipments are so timid about using our western port.

It is interesting to note that people in high places when faced with a critical situation will speak their mind, while they remain silent when all is going well for them.

For instance, when they were prospects of a strike at the Lakeheads, Mr. R. K. Smith, national chairman of the Canadian Harbour Board, issued a press state-

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—TO—

CHURCHILL

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ment as follows: "The Port of Churchill can be geared to handle up to 12 million bushels of wheat in the event of a grain handlers' strike." This is the first time to our knowledge that an easterner holding such an important position has admitted publicly that Port Churchill can be used to advantage. But it required a threatened crisis to bring out facts. The statement referred to is all the more remarkable when one bears in mind that at the time it was made the port had been idle for 17 days because of lack of ships, and yet at that time "Churchill could be geared to handle 12 million bushels of wheat this year."

One has the right to wonder why the port was not "geared to handle the 12 million bushels." It seems evident that because the threatened strike did not materialize Port Churchill was forgotten.

We may be criticized for referring again to the difference in cost of moving wheat direct from western farms to Liverpool via Port Churchill with other routes, but nevertheless the figures bear repeating:

The total cost from the west to Liverpool via Churchill is 46 cents per bushel; from the west to Liverpool via all-water from Fort William and Montreal, 60 cents per bus.; from the west to Liverpool via lake and rail, 63½ per bus.; from the west via all-rail to Montreal, 69½ cents per bus.; from the west via all-rail to Halifax, 72½ cents per bus.

It is well to bear in mind that during recent years very large volumes of wheat have been shipped east via all-rail because box cars have largely been used for ore shipments until the Great Lakes were frozen.

Surely it pays to use the Hudson Bay Route for wheat exports.

Imports

The imports via Churchill also pay off and we must buy from our customers overseas. This year imports were approximately 13,000 tons as compared with 7,650 tons in 1951. The Western Export-Import Co. brought in 7,020 tons of cement, which helped to avoid a crisis in the building industry. Unfortunately, a tariff of 8 cents per 100 lbs. on cement is imposed.

The 8-cents duty then pyramids through various

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trade channels to 12 cents which is passed on to the consumer. The Canada Cement Company has a complete monopoly in Canada. They are unable to supply Canadian requirements. The 12 cents duty tends to restrict imports, thus causing difficulties in the building industry, such as complete work stoppage over lengthy periods of time and we have a serious housing shortage.

Our Association has urgently requested Ottawa to remove the tariff from cement but so far without results. We will, however, continue our efforts. Duty on cement is also another detriment to trade with our overseas customers.

The company also imported 24 Lanz tractors; the saving in transportation costs as compared with eastern ports was such as to enable the company to reduce the price on each tractor by \$200 to the buyer. Other goods were brought in by various importers.

During the season it was stated in various press reports that the federal government has no plans for building additional grain storage at Churchill which is so necessary. This is not correct. We wrote to Hon. C. D. Howe, the minister in charge of administration, on July 23 urging that in view of his promise to our representative, Director Cameron McIntosh, the elevator at Churchill be enlarged in time for use this year. Mr. Howe replied on August 1, as follows:

"Thanks for your letter of July 23 regarding additional storage capacity at the Port of Churchill.

"While government plans contemplate such additional storage at such time as building conditions are favorable at that port, there are a number of reasons why the work cannot be undertaken this year—shortage of steel, shortage of cement, and use of the area for military purposes.

"In any event, the season at Churchill is short, and nothing would be gained by starting the work this summer, as it would not be available for storing this crop in any case.

"The Wheat Board is planning maximum utilization of the port this season, and we hope to beat past records. The situation will be reviewed at the close of navigation at Churchill. —Yours sincerely, C. D. Howe."

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YORKTON, SASK.

Excursion

The annual excursion to Churchill was over-sold and arrangements were well accepted by the tourists. We are again informed that another excursion will be sponsored again this year by the Saskatchewan government. We have asked the Churchill Chamber of Commerce to take more than casual interest in these excursions, make better local arrangements, etc., and publicize their town. It seems that local enthusiasts and leadership is lacking. We hope this can be remedied. Director W. A. Richford represented the Association and upon his return presented a very valuable report. We trust that everyone in attendance at the convention will take advantage of the excursion and visit Churchill this year. Our secretary, Mr. Eliason, will accept reservations for the excursion anytime now.

The General Shipping Situation

As is well known, the season has been lengthened to 76 days, but according to reports by our representatives on the excursion, supervision over navigation leaves much to be desired. We have submitted reports to the Federal Minister of Transport from time to time, only to be told that all is well, icebreakers are plentiful, aerial survey is established, all necessary safeguards to navigation are provided and the port is well equipped to handle all business offered. We have pressed for an extension to the elevator and the wharf, but the minister feels that to build extensions or additions now is too costly and regardless of savings which may be effected in transportation, the cost of construction would have to be borne by the government. The general attitude of officials is that the port will develop gradually because it is a good port.

International Trade Fair

The executive hopes to be able to again send a representative to the Industrial Trade Fair at Toronto. There the Association has every opportunity to meet trade representatives from the world over, distributing literature and spread the news about western Canada's sea lane. Advertising western Canada's products in world markets is a big job. The savings in trading through Churchill are not known or understood by the Europeans. We appreciate the assistance rendered by the provincial government. They have provided free

The Saskatchewan Farmers Union Extend Best Wishes For a Successful Convention

1952 has been another successful year for the S.F.U. in making the voice of the Prairie Farmer heard.

1.—Granted the privilege of meeting the Agricultural Committee of the House of Commons.

2.—Privileged in sending a representative to the International Wheat Agreement negotiations.

3.—Establishment of a Royal Commission to enquire into rural economic and social problems.

4.—Some amendments to the Farm Implement Act through representation to the Farm Machinery Enquiry.

5.—We again pledge our active support for the coming year in furthering expansion and use of the Boy Route and Port Churchill.

THE SASKATCHEWAN FARMERS UNION

202 AVE. B. NORTH
SASKATOON, SASK.

space in their booth at Toronto for the Association for some years, and we have their assurance of similar assistance again this year.

Delegation to Winnipeg

On April 4 our president, Mr. W. G. Streeton, Mr. J. S. Woodward, member of the executive, and Frank Eliason, secretary, appeared before members of the Canadian Wheat Board at Winnipeg and presented our program. As the legislature in Manitoba was in session at that time we were fortunate to have with us F. L. Jobin, M.L.A., representing Flin Flon, Rod Clement from Russell, Chris Halderson of the constituency of St. George, and Jim Anderson of the constituency of Fairford. We were well received by the Wheat Board officials. In reply to our request for larger volumes of grain through Churchill, we were told that "there is no difference of opinion on that request; the Board will endeavour to build up as large a program as possible during the coming season." The Board was also in agreement with our request that the elevator and docks be enlarged and extended, but pointed out that it was a matter for the federal government to deal with. The Board also stated that it was their intention to have the elevator filled in time for the arrival of ships, but they had no control over the chartering of vessels and it was difficult for any authority to have ships spaced so as to arrive at regular intervals and that bunching of ships was a problem at all ports.

The delegation also interviewed officials of the railway companies relative to our program of railway extensions as prepared and approved by the 1951 convention. We were told that the railways were not in a financial position to construct new lines; they may build lines in to industrial and mining areas but substantial revenues would have to be guaranteed.

Your delegation is of the opinion that unless and until governments are prepared to subsidize the railways for construction of railway lines in rural areas there will be no extensions as proposed in our program. Our delegation received very wide publicity in the Winnipeg papers and the Canadian press.

At Ottawa and Montreal

Our policy of railway extensions and the general policy of development of trade via Churchill was ably

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presented by Director Cameron McIntosh to Mr. Donald Gordon, president of the C.N.R., and the federal cabinet during the last week in June. The railway officials will not consider any new construction. First of all they claim to be in no financial condition to do so and, further, truck competition is too severe. The people build and maintain the highways for truckers; the railways must build and maintain their own lines. The truckers take a lot of business on short hauls at low rates and the railways cannot compete. Their attitude is defeatist, said Mr. McIntosh.

At Ottawa

Speaking for the government, Trade Minister Howe promised to extend the terminal elevator at Churchill when building conditions are favorable and to continue to increase export of wheat annually. He promised also that other requests presented by the Association would receive sympathetic consideration by the government. The general attitude of the government, however, is that the Hudson Bay Route Association is a matter of gradual progress.

Publicity

Five thousand five hundred reports of the 1952 annual convention were distributed—100 in the U.S.A., 150 in England, and the balance in the three western provinces.

Other literature was distributed by mail and field representatives. Daily and weekly newspapers were issued press reports from time to time and various announcements were made over the radio stations. Newspapers and periodicals in England have been supplied with copies of our reports and press releases and they have been published overseas. On November 15 we sent a copy of our report of the season's activities at Port Churchill and a copy of our program outlining immediate requirements for increased services at Churchill, more elevator space and necessary aids to navigation to all western members of parliament, urgently requesting their support in parliament. We hope for results.

Freight Rates on the Hudson Bay Railway

Our director, Mr. R. H. MacNeill, has been at work on the freight rate problem during the past year and

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on Nov. 4 he presented his report to the Board of Directors. From the report it is evident that rates from Churchill are far too high as compared with rates from other tidewater ports to inland points. Mr. MacNeill is scheduled to appear before the Board of Transport Commissioners at their regional hearing, where he will present the case for our Association. Mr. MacNeill will address the convention upon this matter this afternoon.

Government Support for the Hudson Bay Route Association

The Saskatchewan government has, from the time when this Association was formed in 1944, rendered valuable assistance. We receive a grant annually and the services of Mr. W. J. Hanson, director of trade services, have been made available to us at all times.

The Manitoba government favored us with a substantial grant last year which we expect will be continued on an annual basis.

Further, the Manitoba and Saskatchewan governments have agreed to jointly finance the publication of a text book on the Hudson Bay Route and general developments in the north. This book will be distributed to all schools and institutions of learning in Manitoba and Saskatchewan.

Unfortunately, the Alberta government has not shown any interest in the Hudson Bay Route and the development program of our Association. It seems evident that more publicity and educational work is necessary in the province of Alberta. Our revenue has not permitted us to cover that province very well, much as we would like to do so.

In conclusion, we wish to extend our thanks to the radio and press for favorable publicity. Our field and office staff and many voluntary workers have performed very good services. We express our thanks to all for work well done.

Respectfully submitted,

Mr. W. G. Streeton
Mr. S. N. MacEachern

Mr. J. S. Woodward
Mr. Frank Eliason

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Secretary's Report

The audited report of receipts and expenditures shows that our program has been developed upon the basis of pay as you go. If more funds were available no doubt more could have been accomplished. We could have, if considered advisable, sent representatives of our Association overseas to discuss matters of trade via Churchill with appropriate authorities and so on.

The executive, however, is of the opinion that it is well to have a reserve built up and maintained. Receipts and expenses are checked very carefully every month. We hope that this policy meets with the approval of the membership.

The financial statement is as follows:

STATEMENT OF RECEIPTS AND DISBURSEMENTS (for the year ended 31st December, 1952) (Exhibit "A")

RECEIPTS

Memberships:

Rural Municipalities	\$2,270.00	
Individuals	1,719.00	
Larger Concerns	2,200.00	
Business	2,233.00	
Urban Municipalities	365.00	
Co-operative Associations	190.00	
Boards of Trade	190.00	
Interest on Deposits	46.66	
Refunds re Churchill Trip	75.00	
Refunds re Exhibition Booth	26.25	
Miscellaneous	86.00	\$ 9,400.91
<hr/>		
Cash on Hand, 1st January, 1952	4,444.84	
<hr/>		
To Account For	\$13,845.75	
Disbursed During the Year		
(Exhibit "B")	10,012.89	
<hr/>		
Cash in Bank, 31st December 1952 ..	\$ 3,832.86	

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and WOOD CO.

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BEST WISHES FOR A SUCCESSFUL
CONVENTION

STATEMENT OF DISBURSEMENTS
(for the year ended 31st December, 1952)
(Exhibit "B")

Secretary	\$ 1,250.00
Assistant	960.00
President's Expenses	266.55
Organizers' Expenses	2,638.84
Directors' Expenses	1,636.16
Postage	380.47
Stationery and Office Supplies	441.17
Express	24.08
Office Rent	240.00
Literature	333.80
Convention Reports	1,117.50
Advertising	130.22
Telephone	146.89
Sundry Transportation	130.42
Exhibition Booth	89.81
Unemployment Insurance	49.66
Audit	45.00
Exchange	38.02
Broadcasts	62.00
Sundry Rentals	25.00
Miscellaneous	7.30

Total Disbursements (to Exhibit "A")	\$10,012.89
--------------------------------------	-------------

We have examined the cash records of the Hudson Bay Route Association for the year ended 31st December, 1952, and certify that the above statement of Receipts and Disbursements is in accordance with the records of the Association.

Saskatoon, Sask.,
13th January, 1953.

HARRIS, FINGARSON
& COMPANY,
Chartered Accountants.

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You can help us make the dream of a practical Hudson Bay Route come true by taking out a membership in the Hudson Bay Route Association.

Farmers' Membership Fees for Quarter Section of Land	\$ 2.00
Business Houses	5.00
Affiliated Membership:	
Rural Municipalities	25.00
Cities (minimum)	25.00
Towns (minimum)	10.00
Villages	10.00
Local of the Saskatchewan Farmers' Union	5.00
Locals of Labor Unions	5.00
Labor Councils	10.00
Local Agricultural Societies	5.00
Co-operative Committees:	
Wheat Pool and Consumers	10.00
Boards of Trade:	
Cities (minimum)	25.00
Towns and Villages	10.00

For information write to Mr. Frank Eliason, Secretary, Hudson Bay Route Association, 921 Avenue "F" N., Saskatoon, Saskatchewan.

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WELCOME DELEGATES

Best Wishes for a Successful Convention!

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A REVIEW OF ACCOMPLISHMENTS 1944—1953

(By Frank Eliason)



It was with some hesitation that I accepted the position of secretary to the Hudson Bay Route Association in November, 1944. As provincial secretary of the United Farmers of Canada in Saskatchewan my time was at a premium at all times. I knew of the efforts that had been made by the "On to the Bay" Association to have a railroad built from The Pas, Man., to the Port of Churchill which had been established after years of struggle with the federal authorities. An examination of the map of Western Canada would most certainly bear out the

contention of the pioneers of the "On to the Bay" movement that the west was land-locked and therefore compelled to pay the highest freight and express rates in force anywhere in Canada because the three western provinces are far removed from water competition. The further fact that trading with Britain via Churchill brought the European markets approximately 1,000 miles nearer to the west and the possibility of securing more favorable freight rates because of the new competition which had become a reality as a result of the establishment of the new route was additional incentive for the Association to continue its work to further develop the Hudson Bay route to its fullest practical use.

Due to the 1939-44 World War, however, the route which had operated quite successfully as from 1931 was taken over for military purposes and so close was the situation controlled that 1,800,000 bushels of wheat

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in store at the Churchill elevator had to remain until it was finally shipped out in 1946.

It was because of these difficulties that the "On to the Bay" Association ceased to function until the vice-president, Mr. J. L. Phelps, decided to call a convention of the members and supporters. The convention was held in Saskatoon on November 15 1944. A large number of delegates to the convention of the United Farmers of Canada, which was in session at that time, took time off to attend the "On to the Bay" meeting because farm organizations had for many years backed the Bay Association program for the development of the northern seaway. The 1944 convention decided to re-organize under the name of the Hudson Bay Route Association. Mr. W. G. Streeton, a prominent farmer of Plunkett, Saskatchewan, was elected president and I was asked to take over the position of secretary. .

Our first job was to secure the release of the Hudson Bay Route project from military control. This required the support of the western governments. The president and I called upon the governments of Alberta and Manitoba and after some efforts their support was secured. The Saskatchewan government had already promised their support for our program and had offered the assistance of the provincial director of Trade Services. The government provided our Association with a substantial grant which made it possible for the executive to begin its work.

After negotiations with the federal government in which Director A. J. Hansen of Prince Albert took a very active part, the then federal Prime Minister, the late Wm. Mackenzie King finally secured the necessary authority from his cabinet and we were advised in June, 1945, that the Hudson Bay Route was available for civilian use.

Then began the campaign to secure business for the route, and that required time and hard work. We contacted the Peter Dalglish Steamship Company, Newcastle-upon-Tyne, England, and things began to move. It was not, however, until the navigation season opened in 1946 that the first ships arrived; some brought imports in small quantities and returned with wheat, flour and lumber.

It was not very long before the opposition to this western effort to free itself from transportation bondage began to appear, old stories of ice condition and

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danger to shipping were republished. It was said that the route was a white elephant and would never be of much use to commerce, it did not pay to export wheat via Churchill, and so on. But the Hudson Bay Route Association was determined to overcome all obstacles in the way. The Saskatchewan government, through its agent general in London, and Mr. Peter Dalglish of the Dalglish Shipping Company, did much to convince ship-owners of the safety of the route.

Our Association, with the assistance of the Trade Service Department of the government, lined up imports as it is evident that a two-way trade must be built up. We must purchase from the people who buy our products.

As a result of combined efforts by our Association and its supporters, the exports via Churchill have increased from 3,000,000 bushels of wheat in 1946 to 7,275,000 bushels in 1951, and imports from a token shipment in 1946 to 8,000 tons in 1952. The imports are now increasing rapidly due to the combined efforts of the Trade Services Division, Mr. Peter Dalglish and the Western Export and Import Company, which was organized through the efforts of the Hudson Bay Route Association.

Other results obtained are: the lengthening of the navigation season from 66 to 76 days, a substantial reduction in insurance rates, more modern aid to navigation, some improvements in harbor facilities and clearance of customs and general release of goods have been speeded up since banking services have been provided at Churchill. Property in the town can now be purchased; this could be leased on one-year terms only which made it impossible to erect permanent buildings on the townsite and hindered development. The town was handicapped because of lack of school accommodation but a \$50,000 school is now in operation. There is evidence of industrial development, a whale processing plant is in operation.

We have called to the attention of the federal authorities the unsightly appearance of the approach from the railway station to the townsite and the docks. This has been remedied to some extent, but more improvements are desirable and necessary.

We are convinced that the season can be lengthened by 10 days at the beginning and 10 days at the end, that is, by 20 days. The elevator must be extended and

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an internal elevator should be built somewhere in the northern area. Eventually there should be a two-spur track as the one line cannot properly handle the traffic. The potential exports and imports are limitless. In addition to export of farm commodities we have the products of forests and mines and the fisheries, and we must increase our imports if we expect to retain and extend our overseas markets.

The federal authorities do not seem to be enthusiastic toward our proposals. The long railway haul from west to east is attractive to the railways. Owners of handling facilities and general business institutions in the east are not ready as yet to let go of their profitable enterprises which are flourishing at the expense of the west.

It will require a continued and steady pressure by our Association and its supporters to bring about a realization by the powers that be that the west means business and to that task the Hudson Bay Route Association will, I am sure, continue to devote its time and energy.

The chairman nominated Mr. W. A. Richford of Preeceville. Mr. S. N. MacEachern and Mr. A. A. Anderson were chosen by the convention as Resolutions Committee.

Nominations Committee: Messrs. F. T. Appleby, A. J. Hansen and Alfred Cooper.

Following appointments of committees, Mr. F. L. Jobin, M.L.A., briefly addressed the convention. Mr. Jobin brought greetings from the Manitoba legislature and Premier D. C. Campbell.

The Premier was aware of increase interest in the Hudson Bay project and had given assurance that the financial grant to the Association would be continued.

Mr. Jobin also referred to the Land Reclamation Project in the Carrot River area and mineral developments in the north, and voiced the opinion that increased developments of natural resources would result in a larger volume of exports and imports via Churchill.

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AFTERNOON SESSION

In the absence of Director R. H. MacNeill due to illness, Mr. W. J. Hansen read a prepared report on his work on Freight Rates and Equalization. The report indicated that revisions on rates had already been favorable to the Hudson Bay Railway. At present Mr. MacNeill is preparing a submission on Freight Equalization to be presented to the Board of Transport Commissioners meeting in Regina in April.

Mr. George Mirka, reporting for the Western Export and Import Company, referred to the increased volume of imports via Churchill by his company in 1952 over previous years, and expressed the hope that with the friendly assistance of the Association and other western groups a larger volume of two-way trade via Port Churchill would be developed.

Resolutions

Passed by the Convention

1.—Whereas modern methods of harvesting, increasing grain acreage in northern Manitoba and northern Saskatchewan and inadequate elevator facilities in those areas, are making the construction of further terminal grain handling and storage facilities in the north of those two provinces an immediate necessity;

Be it resolved that this convention of the Hudson Bay Route Association meeting in Yorkton this February, 1953, urge the Dominion government to take immediate steps to enlarge the Churchill elevator storage capacity to 5,000,000 bushels during 1953, and to replace the present cleaners, now 22 years old, by the more modern and efficient cleaners which are now available;

And be it further resolved that the matter of the construction of an interior storage elevator located in either northern Manitoba or northeastern Saskatchewan be taken under study by the Dominion government.

2.—Resolved that this convention urge upon the

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Dominion government and particularly the Department of Trade and Commerce, that the Canadian Wheat Board, and officials of the Department of Trade and Commerce be directed to secure a movement of 12,000,000 bushels of grain through the Port of Churchill during 1953.

3.—Whereas twelve days passed without a ship at the dock to load grain during 1952 Churchill shipping season, many other days passed with only one or two ships at the dock, and;

Whereas such delays in the arrival of ships add to the expense of operation, and to the difficulty of operation at other times, and;

Whereas these facts again demonstrate that the Port could handle much more grain than it has yet handled;

Be it resolved that we urge upon the Canadian Wheat Board and Departments of Trade and Commerce and of Transport that in planning the 1953 shipping season they endeavour to have purchasers arrange for boats to arrive at regularly spaced intervals throughout the season.

4.—Be it resolved that this 1953 convention of the Hudson Bay Route Association urge upon the Dominion government and its officers, that:

(1) An adequate air survey by men familiar with ice conditions be flown out from Churchill covering an area for a hundred miles from shore, and that it be carried out from mid-July to mid-August, and that every effort be made so that incoming and outgoing ships' masters are informed of the latest ice conditions and of the best courses.

(2) A season-long air patrol of the Hudson Straits be maintained during the season of navigation with all pertinent information being passed on to ships using the Hudson Bay Route.

(3) The power of the flashing light at Churchill be increased, two automatic radio beacons be installed near the Port, and the airport radio beacon be raised from 200 metres to 250 metres for ten minutes each day, as suggested by various masters using the Hudson Bay Route.

(4) That steps be taken to see that all masters are informed of changes and improvements each sea-

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son, and that the services of the direction finding stations and the N. B. McLean are free.

(N.B.—We urge that these improvements be effected before the opening of the 1953 season of navigation.)

(5) From the viewpoint of the safety of shipping and of insurance rates we urge the stationing of a tug at Churchill to replace the Ocean Eagle; such a tug, although designed primarily for harbour work, should be of sea-going qualities, equipped with salvage gear, and strengthened for ice.

(6) That repair facilities be increased and a dry-dock be constructed.

(7) That the dock be extended so that five ships may be berthed.

5.—Whereas an extension of the season of navigation in the fall would permit larger quantities of new-crop grain to be shipped through Churchill;

Be it resolved that we urge the Dominion government to make a thorough study of all factors affecting the use of the Port after the close of the present season of insurance October 10, and of what construction and patrol activities would be necessary to make the use of the Port of Churchill safe and feasible after that date.

6.—Whereas it is desirable that all organizations interested in the development of the north and particularly the Port of Churchill be given an opportunity to take part in such developments, and;

Whereas the only railway servicing Churchill is the Canadian National;

Therefore be it resolved that this Association petition the proper authorities to give the Canadian Pacific Railway running and approach rights over the Hudson Bay Railway, and that we request that the Crow's Nest rates on export grain and milled products be made to apply to Canadian Pacific Railway points shipping to Churchill as well as to Canadian National points.

Be it further resolved that the Wheat Board be requested to credit the individual wheat growers in the preferential freight area of the Port of Churchill whose wheat is shipped from C.N.R. points with the saving in freight that can be made through shipment to Chur-

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chill, and thus place Saskatchewan farmers in the preferential freight area of the Port of Churchill in a similar position to Alberta farmers residing in the preferential freight area of Pacific coast points.

7.—Whereas the House of Commons by a recorded vote of 105-24 on Monday, October 15, 1945, did resolve "That in the opinion of this House the government should take into immediate consideration the advisability of encouraging the fullest possible use of the harbour and port facilities at Churchill, or transfer their management and control to a joint board appointed by the governments of Manitoba, Saskatchewan and Alberta;

And whereas the Royal Commission on Transportation has recently recommended a full-scale test of the Hudson Bay Route;

Therefore be it resolved:

(1) That this 1953 convention of the Hudson Bay Route Association in session at Yorkton, Saskatchewan, sincerely regret that the burdens of actively pressing the claims of the Hudson Bay Route has been undertaken by so few western members, and;

(2) Urge all western members to press actively and continually upon the government the urgent necessity of vigorous and sustained action to secure the fullest possible use of the Hudson Bay Route over the longest possible season.

8.—Resolved that this convention congratulate the Western Export Import Company for its efforts in pioneering as a commercial organization the use of the Port of Churchill.

9.—Whereas the uncertainty of the United States as a permanent market for Canadian agricultural goods is again being demonstrated;

Be it resolved that this convention of the Hudson Bay Route Association urge the government of Canada to take all measures possible to facilitate the purchase of British goods by Canadians, by removing the restrictions on imports of British goods into Canada. We especially urge the removal of dumping and other duties on British cars, and on cement, irrespective of the country of origin.

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10.—Be it resolved that this convention urge that the Gypsumville-Wekusko and the Carrot River-Arborfield to The Pas lines of Canadian National Railways be undertaken in the very near future and that the government and railway authorities make a further study of the railway extensions submitted to them by this Association during 1952.

11.—Whereas Fort Prince of Wales is of great historical value to this and future generations, and;

Whereas this structure is now in a state of rapid decay and is suffering vandalism from some of the many visitors who now inspect it;

Be it resolved that we urge the National Historic Sites Board to restore the walls and the interior buildings to the state they were in just previous to their destruction by the French.

12.—Be it resolved that this convention urge that Churchill be made a Port of Customs Entry and support the request of the Churchill Chamber of Commerce that a Federal Building be constructed at Churchill.

13.—Resolved that this convention of the Hudson Bay Route Association express appreciation to the governments of the provinces of Saskatchewan and Manitoba for their support of the Hudson Bay Route, and of the Hudson Bay Route Association. We especially express our appreciation to the Saskatchewan government for its continued efforts to promote the route by purchases, by maintaining the offices of Agent General in London, and the Trade Services Director in Regina, for financial support of the Association and for sponsoring the Churchill Excursion.

14.—Resolved that the secretary write to Mr. Peter Dalglish expressing appreciation for the continued interest of his firm in developing imports via the Bay Route and for his sponsorship of Saskatchewan boys' visits to Britain.

The remainder were dealt with by the Board of Directors and accepted and carried as recommended by the Resolutions Committee.

15.—Resolved that this convention goes on record as supporting our annual exhibits at the Saskatoon and Regina Exhibitions and the Toronto Trade Fair. It suggests also that the matter of our representation at the Toronto Trade Fair and of a delegation to Winnipeg, Ottawa and Montreal be dealt with by the executive.

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16.—Resolved that we continue to take every opportunity to press before the Board of Transport Commissioners and the Canadian and provincial government the matter of equalization of freight rates on the Hudson Bay line, and of an independent audit as suggested by Director MacNeill.

17.—Be it resolved that we request the Federal Government Tourist Bureaus and similar bureaus in the western provinces to publicize Port Churchill's tourist attractions.

18.—Whereas it is a yearly practice for the Canadian Wheat Board to pay western country grain elevator owners $1\frac{1}{2}$ c per bushel as a "diversion charge" for all shipments of wheat to Port Churchill for export and storage purposes, and the amount of \$166,500.00 is expected to be so disbursed covering the past year, 1952;

Be it resolved that this convention ask the Wheat Board to endeavour to secure a lower charge for 1953.

19.—Resolved that we extend our sympathy to Director R. H. MacNeill who is unable to attend owing to ill health, and wish him a speedy recovery.

20.—Resolved that the Secretary be asked to write to the Minister of Transport expressing the Association's pleasure that Captain Caron was able to attend the conference and the H.B.R.A. convention, and to the Minister of Trade and Commerce and Chief Commissioner MacIvor that Mr. Elliot was in attendance, and to Mr. Donald Gordon that the C.N.R. was so well represented at both meetings.

21.—Resolved that this convention express its appreciation and thanks to the Yorkton Board of Trade, mentioning Ken Mayhew and his committee, and Mr. Fred Neibrandt for the hospitality extended and the excellent arrangements made for the conference and H.B.R.A. convention.

22.—Resolved that we express our thanks to Mayor Langrill and the City Council for the hospitality extended to the convention.

23.—Resolved that very sincere thanks be extended to the management of radio station CJGX, Yorkton, for the very full coverage given the conference and convention and to the press who gave such an accurate and complete account of the proceedings.

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Resolution submitted by Father Ferron and A. J. Hansen and passed by the convention:

Whereas expensive and permanent establishments at Churchill and all around the Hudson Bay are facts which prove that both Canadian and U.S. governments recognize the present and future importance of the Hudson Bay Region;

Whereas the present Port of Churchill is the only Canadian Arctic port with rail communications to any part of the North American continent, and whereas present facilities of Port Churchill and the Hudson Bay Railway are far from sufficient to unlock the Prairie Provinces economically and all the regions lying west of Hudson Bay which appear to be, in the near future, the commonwealth of not only the North American continent but of all nations of the North Atlantic Pact, in minerals, oil and all fundamental resources;

Whereas a considerable amount of individual efforts have been made, so far, to solve the problems involved, either by different departments of the Federal government, either by provincial governments, either by private associations as the Hudson Bay Route Association, either by some private companies or individuals, it remains that no sufficient concentrated efforts of all those concerned have been made so far, and that the results obtained do not correspond to what has been put into the task;

Therefore be it resolved that this convention do hereby petition the Government of Canada for the immediate appointment of a commission including representatives of all parties concerned to deal with present and future questions arising out of national desire to solve these problems adjacent to Port Churchill and all regions lying west of Hudson Bay.

The convention referred the matter of place and date for the next convention to the executive.

ADJOURNMENT AND BANQUET

Following the adjournment of the convention, a banquet was tendered by the Yorkton and District Board of Trade. The guest speaker was Mr. Ken Mayhew, editor of The Yorkton Enterprise and newly-elected director of the Hudson Bay Route Association.

This concludes the report of the convention.

The Bay Route

The struggle to develop the Bay Route is a still unfinished chapter in the history of the west's hard-won progress toward a stable economy and a fair deal. The Hudson Bay Route Association is carrying on that struggle and when full success is achieved a great share of the credit will belong to it.

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The Conference

A conference sponsored by the Yorkton and District Board of Trade and the Trade and Marketing Services of the provincial government was held in the City Hall on February 26.

The conference proved to be of very great value to the convention, both from an informative point of view and as assistance to the Resolutions Committee.

The following were present:

Chairman: Ken Mayhew (Yorkton Enterprise).

Discussions led by W. J. (Bill) Hansen, director, Trade and Business Information Services, Department of Co-operation.

Wheat Exports—R. S. Elliott, supervisor, statistics and economics division, the Canadian Wheat Board, Winnipeg.

Terminal Storage—T. G. Bobier, second vice-president, Saskatchewan Co-operative Producers Limited, Regina. (Wheat Pool.)

Aids to Navigation—Captain C. A. Caron, senior master of departmental fleet, Department of Transport, Ottawa.

Shipping Observations—Geo. F. Voss, director, Montreal Shipping Company Limited, Coristine Building, Montreal; agents for R. S. Dalgliesh Limited, Newcastle-on-Tyne.

Mixing Rule and Freight Rates—R. M. Milliken, C.N.R. general freight agent, Hudson Bay Railway, Winnipeg.

The conference was called to order by the chairman at 2 p.m. Mr. W. J. Hansen introduced Mr. R. S. Elliot, representative of the Canadian Wheat Board. In his opening remarks Mr. Elliot stated that, "the Canadian Wheat Board's objective for the coming season is to have sales in excess of 10,000,000 bushels of grain through the Port of Churchill."

In his address on wheat exports Mr. Elliot traced them from the time the Port opened in 1931 until the present day. He said that with the resumption of shipments following the war, exports of wheat increased

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from 2,928,000 bushels handled by nine vessels in 1946 to 8,585,000 bushels handled by 26 vessels this past season.

He pointed to the increasing trend of interest in the Port by various countries. Ships from Switzerland, the Netherlands and Belgium visited the port in 1952 whereas in previous years the ships had been mainly those of the United Kingdom.

Dealing with the subject of terminal storage, T. G. Bobier, second vice-president of the Wheat Pool, stressed four things the Association should be working for at this time. They were: more storage space at the grain elevators, more sales of grain by the Wheat Board to be shipped through Churchill, arrangements so grain can be taken from C.P.R. points to Churchill, and a designated area to be set up so that any saving in freight to the Port would go directly to the producer in the area.

Captain C. A. Caron, senior master of the departmental fleet, Department of Transport, Ottawa, answered numerous questions on navigation, such as air reconnaissance, ice breakers, tugs, patrols, light and radio warnings and ice conditions both in the port and straits as he has found them by personal navigation since 1936.

George F. Voss, Montreal, director of Montreal Shipping Company Limited, who are agents for the R. S. Dalgliesh Lines, spoke of shipping observations, the facilities at Churchill and how they can be of service to the importers. He pointed out that as greater use is made of the Port the Association should always bear in mind the question of adequate labor to handle and give good dispatch to ships and cargo.

In answer to a question as to whether Canadian ships can continue on a competitive basis, without being subsidized, with the low-cost operations of ships under different flags, Mr. Voss remarked that "unless Canadian ships get some assistance they will be going out of business." He outlined the wide variation in wages paid to seamen and other workers on the different shipping lines due to standards of living, strong unions and the unemployment conditions existing in some countries.

R. M. Milliken, C.N.R. general manager of the Hudson Bay Railway, Winnipeg, spoke of the mixing rule as applied to Churchill, dealt briefly with freight rates and mainly with improvements made to serve the Port

the past few years and of extending further service this year so as to assure more speedy delivery of goods.

The conference was presided over by Ken Mayhew, retiring president of the Board of Trade, assisted by Fred Neibrandt, a director of the Association, and W. J. Hansen, director of Trade and Business Information Services with the Saskatchewan government.

Gardiner Suggests Switch In Exports

Following the adjournment of the conference the members were entertained by the Yorkton and District Board of Trade at a banquet. The guest speaker was the Rt. Hon. J. G. Gardiner, federal minister of agriculture.

Mr. Gardiner suggested that they might increase British interest in the Port of Churchill if the emphasis on exports was switched from wheat to minerals carried to the Port by a new railway artery across northern Canada.

Mr. Gardiner said that while Britain did not want to buy our food other than wheat, the one thing she did want out of this country was minerals to build up and maintain her industrial position in the world.

While the possibility of a railway from the Pacific coast to Port Churchill through the heart of the new-found wealth in northwestern Canada was, he said, advocated 25 years ago, and was still the dream of many people in the north, the transportation of minerals to Britain could be reduced by as much as 2,500 miles.

"If you can prove to them that they can get these minerals at less cost and thereby lessen their costs of production then they might begin to get interested towards making it a more useful route for the things they want," Mr. Gardiner said. He also pointed out that minerals would require little or no special storage facilities at the Port.

Mr. Gardiner also suggested that if Britain wanted these minerals to keep her industries operating at full speed ahead, she should send 10,000,000 people out to help develop this vast mineral wealth. "In so doing," he

said, " we would be making better use of our mineral wealth and the same time be feeding these people rather than trying to ship food to them."

Mr. Gardiner emphasized the importance of developing atomic power for peaceful use and the benefit of all mankind. He said history had shown that man in great numbers was more powerful than any bomb that could be developed. He spoke of the 600,000,000 populations of China, Pakistan and India.

"We place altogether too much importance on ourselves in North America and are mistaken if we think that by any show of power we can stop men once they start to move," the speaker said. Only one thing was important and that was human life, for nothing else mattered. We must, Mr. Gardiner said, make that idea go home to those in authority.

It was 27 years ago Thursday that Mr. Gardiner became Premier of Saskatchewan and he recalled the first meeting he addressed after taking office was an "On to the Bay" meeting at Saskatoon.

The speaker was introduced by Ken Mayhew, retiring president of the Yorkton Board of Trade, and thanked by Norman Roebuck, the new president and chairman for the evening. An address of welcome was given by Mayor C. G. Langrill and Arthur Mills introduced the guests. About 60 persons attended.

"The Romance of Hudson Bay And Its Progeny"

Ken Mayhew, editor of The Yorkton Enterprise and newly elected director of the Hurson Bay Route Association said at the Friday evening dinner that until refuted the claim that the Bay Route and its further extension is in the best interest of Canada there is every right to advance that claim, and, what is infinitely more important, every right to get action along the desired line. "If the Bay Route is not in the best interest of all Canada, then we should not pursue our pleadings," Mr. Mayhew said. The subject of his address was "The Romance of Hudson Bay and Its Progeny."

Mr. Mayhew said that in looking back over the history of Hudson Bay it should teach us the lesson that if society is based solely on the idea of economic gain

then we are apt to lose not only freedom but economic gain as well.

"I believe I have a right to reveal to you an opinion expressed by Hon. John Strachey, minister of food in Great Britain, in 1949 concerning the Hudson Bay Route," Mr. Mayhew said. "He said the Bay Route offered savings of an undisputed nature. In his letter he said the Old Country experienced a saving of 9c a bushel on wheat shipped through Churchill. I submit we have proof our cause is right.

"As I understand it, under the International Wheat Agreement, Churchill is not a basing price point and therefore the price of wheat out of Churchill is subject to negotiation. We have been able to secure price information on sales by the Wheat Board out of Churchill but not until yesterday afternoon were we ever given an inkling that the savings made on shipments by Churchill were benefiting the producer. In fact, we assumed there was little reason to believe that the saving differential in favor of Churchill was being at least split equally between buyer and seller. Mr. Elliott, statistician of the Wheat Board, emphasized the fact to us the ability of this country to SELL grain to overseas on Thursday afternoon that the development of Churchill, as a grain shipping port, depends entirely upon buyers for delivery through Churchill. Through its sales policy, the Canadian Wheat Board is demonstrating to an ever increasing number of countries the use which can be made of Churchill during its relatively short shipping season.

"Mr. Elliott made it abundantly clear that he was not in a position to say what savings could be made in shipping through the Port of Churchill in comparison with other ports, but he did admit there is a saving. He took the figures for ocean freights for one day only, and these, together with fobbing costs at Churchill and forwarding costs from the Lakehead, indicated a saving in costs to the buyer of 14½c per bushel. These amounts would vary from time to time depending on the ocean freight market. The Canadian Wheat Board in negotiating sales, takes a part of this saving as a premium for the producers all over Canada and the balance in the saving goes as an inducement, as it were, to the buyer.

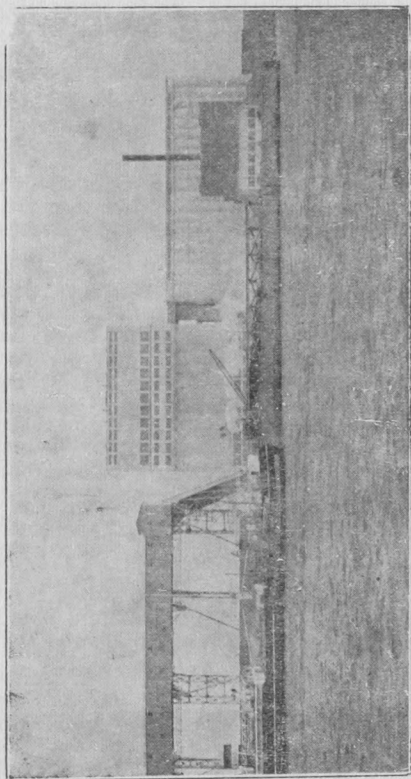
"We are glad to know that the Wheat Board is passing along some of this saving to the producer, and eastern producers, judging from this statement, should feel glad that wheat is shipped through Churchill as

they share in these savings. If more wheat was shipped via Churchill, the savings, or premiums, would be greater still to all Canadian producers.

"Since exports of wheat via Churchill offer a definite means of presently increasing the gross sales returns to the Canadian Wheat Board and hence to prairie farmers, there is every reason for all wheat-producing areas of the province to continue to support the further development of export movement of wheat via Churchill.

"When the terminal elevator at Churchill was constructed, provision was made for a work-house capacity of 8,000,000 bushels and a terminal storage of 2,500,000 bushels. In recent years it has been demonstrated that the terminal elevator storage capacity can be turned over a minimum of three times during the shipping season, with the total volume of wheat exported rising to the neighborhood of 8,000,000 bushels.

"Knowing that the work-house has a capacity of 8,000,000 bushels, there has been an expressed interest through the Wheat Pool and the Hudson Bay Association and the Saskatchewan government to have the terminal elevator capacity increased by 4,500,000 bushels to bring the terminal elevator storage capacity into line with the work-house capacity. If this were done, the total minimum seasonal capacity of the Port for exports of wheat would be increased to approximately 25,000,000 bushels. This volume of potential exports offers a possible saving of 5c a bushel to the importer and approximately 5c a bushel increased return to prairie wheat producers. The possibility of securing such results makes it worthwhile to continue to promote the use of the Hudson Bay Route for the export of wheat, benefits of which the importer and exporter shall share."



Some Historical Facts

The Hudson Bay Route is one of the oldest used sealanes in the world. Between 1354 and 1362, a Norwegian knight, Paul Knutson, and party, sailed into Hudson Bay, and journeyed along the inland waterways, into the heart of Minnesota. The finding of the Kensington, or "Runic Stone," if authentic, proves this journey. Along the trail of these early pathfinders, 14th century war weapons and fire steels have been picked up; and triangular holes have been found drilled in glacial boulders, a common 14th century device for mooring boats along the fjords of Norway.

Later, in 1498, John Cabot sailed into what is now called Hudson Strait, between Baffin Land and Labrador. In 1576, Martin Frobisher sailed across Davis Strait to Labrador.

But in 1610, Henry Hudson, that brave navigator and explorer, really made history when he sailed through the strait, into Hudson Bay, in his little ship of 55 tons, "The Discovery," in quest of a northwest passage to India. He wintered on the south shore of James Bay and on setting out the following spring for further exploration, was cast adrift by his mutinous crew, never to be heard of again. But his name stands for all time in the Hudson's Bay and Hudson Strait.

Another explorer, Thomas Button, entered the Bay in 1612, and wintered at the mouth of the Nelson River (which he named after his mate who died there). Luke Foxe and Thomas James were sent by English promoters to explore the Bay for the northwest passage in 1631, and James wintered on Charlton Island (James Bay getting its name from this explorer).

Before this, Jens Munck, son of a Danish nobleman, sailed into the Bay in 1619, in two ships, and wintered at Churchill. Tragedy overtook the party, however, and by spring only Munck and two of his crew were left out of Munck's party of 59 souls. These three men were able to get their smaller ship afloat and leaving Churchill the end of June, finally reached Norway. Evidence of the Munck party wintering on the west bank of the Churchill River lay in the finding of a brass cannon, stamped with the Danish royal mark, in the tidal flats near the Hudson Bay trading post.

It is recorded that in the same year (1619) European whalers entered Hudson Bay and the whaling industry was carried on for many years with great profit.

The Hudson Bay Route became prominent with the opening up of the fur trade in the Canadian Northwest by Radisson and Groseilliers, two French adventurers, who sold the possibilities of a lucrative fur trade around "the Bay of the North" to King Charles II of England; a full cargo of furs being carried to England over the Hudson Bay route in 1688, in the good ship "Nonsuch." The granting of a Royal Charter "to the Governor and Company of Adventurers of England Trading into Hudson Bay" followed in 1670. Thenceforward for nearly 200 years, the chief factor in the development of the Hudson Bay region was to be the Hudson's Bay Company. And during that time, of the 750 wooden vessels that were sent into Hudson Bay, only two were lost.

Nearly a century after Munck's ill-fated expedition, Captain J. Abrahams rediscovered the Churchill River, named in honor of Lord Churchill, later the Duke of Marlborough, who had been elected Governor of the Hudson's Bay Company. Abrahams returned to England and reported his discovery to the Hudson Bay Company. On February 8, 1699, the committee resolved "That the Churchill River be settled this year with a good ship, and a competent cargo for trade, and materials for white whale fishings." A record in the minutes of the Hudson's Bay Company for Dec. 18, 1689, shows receipt of 28 casks of white whale blubber oil.

Churchill trading post was not established however until 1718, when timber was obtained at great labor from a spot 12 miles up the river and a timber fort was erected. In 1731, it was decided to build a stone fort, to repel hostile attack, and a spot was chosen at Esquimo Point, at the mouth of the Churchill River, and the foundations of Fort Prince of Wales was laid June 3, 1732. The fort was to be 100 yards square, and its walls 42 feet thick. The first six cannon were mounted in 1734, and the total armament was 42 cannon. Fort Prince of Wales took 39 years to build and in 1782, on the very first appearance of an attacking force (three French ships of the line), the fort capitulated. Samuel Hearne, the H. B. gov-

ernor, and his garrison of 39 men were totally unprepared for the assault of 400 French sailors under the daring La Perouse, and had to surrender. The guns were spiked and battered and lay where they were left until quite recently.

In the year 1741, two small ships, the Furnace and Discovery, entered Churchill harbor on August 8th, and wintered at Sloop Cove, along the west bank of the river. Embedded in the rocks on the shore, several ring bolts still remain, to tell of boats and shipping once tied up here. Upon the smooth surface of the rock may still be seen the names "Furnace and Discovery, 1741" carved on the rock. The name "S1 Hearne July ye 1, 1767," can also be seen on the face of the rock, most likely carved by its owner, while he was mate of one of the sloops.

Samuel Hearne earned his name of explorer when he set out from Churchill in December, 1770, and journeyed as far as the mouth of the Coppermine River, returning June 30, 1772. Matthew Cocking, a servant of the Hudson's Bay Company, set out from York fort on Hudson Bay in June, 1772, with a party of Assiniboine Indians, into the country around the Saskatchewan River; wintering with the Blackfeet Indians on the Bow River and returning to Hudson Bay June 18, 1773. Cocking afterwards, with Samuel Hearne, took charge of the Hudson Bay trading post at Cumberland.

Lord Selkirk opened up the west for settlement, when in 1811, he brought his first party of Scotch and Irish settlers over the Hudson Bay route, and landed at York Factory on the west coast of Hudson Bay. After wintering on the banks of the Nelson River, the party proceeded, when the ice went out of the river, along the inland waterways, down Lake Winnipeg, and finally arrived at their destination, the Red River, the following August. In this way, the prairie settlers came into the west, via the Hudson Bay route.

In 1880, the descendants of these hardy pioneers, looking to get their surplus farm products into the export market by the cheapest route, started the movement for a railway to be built to Hudson Bay.

After continual agitation by western business men and farm groups for a short export outlet from the mines, forests, fisheries and farms to the markets of



Great Britain and Europe, and after the western lands had been sold by the Dominion government to finance the Hudson Bay Railway, a survey was made in 1908 and 1909 out of The Pas, Manitoba, in the direction of Nelson and Churchill on Hudson Bay. In 1910 the contract was let for the construction of the bridge on the Saskatchewan River at The Pas. By 1918 the right-of-way had been cut through to Nelson, and the grade had been built, and steel laid as far as Kettle Rapids, 332 miles east of The Pas.

Due to war conditions, all construction work was suspended in 1918, and a very limited service was maintained between The Pas and Pikwitonei at Mile 214. Not until 1926 was there any more work done on the Hudson Bay Railway, when the work of completion was resumed by the Dominion government, and the whole mileage, which had got into very great disrepair, was rehabilitated. Finally in 1929, the Hudson Bay Railway reached tide-water at Port Churchill. The harbor and grain terminal was completed by 1931.

A trial shipment of wheat went out of Churchill in 1929, in one of the vessels of the Hudson's Bay Company, which proved quite successful.

The Hudson Bay Route for overseas mercantile marine trade may be said to have been inaugurated in 1931 when the S.S. "Farnsworth" and S.S. "Warkworth," owned by R. S. Dalgleish Ltd., Newcastle-on-Tyne, were loaded at Churchill with 277,000 and 267,769 bushels of wheat respectively. This shipment of grain was arranged by the Saskatchewan Wheat Pool.

Fifteen ships chartered by the Wheat Pool sailed out of Churchill in 1934 with 4,000,000 bushels of grain, 3,795 tons of flour and mill feed, 580 head of cattle, seven tons of honey, 2,400,000 board feet of lumber. And the same year, imports of general cargo amounted to 1,400 tons.

In 1935, eight grain ships cleared Churchill with 2,407,000 bushels of wheat and 686 tons of general cargo, 583 tons of window glass and 1,300 tons of coal were imported.

4,300,000 bushels of wheat went out of Churchill in 1936 in 14 ships, and 540 tons of general cargo, 788 tons of window glass, and 800 tons of coal were brought in over the Hudson Bay Route.

In 1937, 6,604,000 bushels of wheat were exported, and over 1,900 tons of general cargo imported.

1938 saw Saskatchewan wheat shipped out over the Hudson Bay Route that had been grown on Saskatchewan farms the same season, proving that the Bay Route is both practical and economical.

With the advent of the Second World War in 1939, Port Churchill was closed to commercial shipping by the British government, and remained closed until 1945.

The "ON TO THE BAY" Association was re-organized in 1944 and took the name of "THE HUDSON BAY ROUTE" Association, and immediately began to campaign for the reopening of the Bay Route for commercial shipping and its fullest possible use as our western ocean outlet to the markets of Europe.

Our aggressive action began to bear fruit:

1946—We were enabled to get 3,000,000 bushels of wheat, and 2,000 tons of flour exported via Churchill, and the Bay Route.

1947—Saw 5,000,000 bushels of wheat and 5,000,000 board feet of lumber being shipped out by way of Port Churchill and a small volume of goods shipped in.

1948—Proved to be a banner year for wheat exports via the Bay Route, 5,314,342 bushels going out of Churchill in 15 ships, two of the ships making the return trip. Imports amounted to over 1,200 tons of general cargo, which included cars, trucks, engines, glass, hardware, chinaware, toys, linoleum, chemicals and curling rocks. One large western importer had a consignment of 30½ tons of general merchandise come in from England via the Hudson Bay Route.

1949—Wheat exports, 5,550,000 bushels; imports, 2,500 tons. Insurance reduced by 25 percent.

1950—Export, 6,700,500 bushels of grain (20 ships from overseas entered the port). Season lengthened by ten days. Insurance rates reduced by 33 percent. The Western Export and Import Co. organized to promote a two-way trade with Europe.

1951—Churchill, on Hudson Bay, concluded the best season on record. Twenty-one ocean-going vessels

docked there between July 29 and the end of September, which was the largest number in any one year, and 7,278,443 bushels of grain were shipped overseas, also a new record for this northern port. The season of navigation was inaugurated on July 29, with the arrival of the S.S. Warkworth, which was also the last ship to leave, sailing on October 4.

A wide variety of commodities was discharged at Churchill during the season, including 36 tons of curling stones for sports enthusiasts of the Prairie Provinces who follow the "roaring" game. Other items were: cement, 3,660 tons; tube casings and tubes, 2,000 tons; window glass, 1,063 tons; tractors, 203 tons; steel bars and rolls, 148 tons; alcoholic beverages, 137 tons; colterro lath, 68 tons; machinery, 64 tons; tubular poles and fittings, 34 tons; felt floor covering, 29 tons; coupling and parts, 24 tons; automobile parts, 22 tons; bone meal, 20 tons; telephone apparatus, 17 tons; earthenware, 17 tons; excavators and attachments, 14 tons; steel office furniture, 13 tons; steel window frames, 13 tons; glazed tile, 11 tons; enamelled baths, 8 tons; toys, 8 tons; oil stove spares, 8 tons; dry goods, 7 tons; bicycles, 6 tons; candy, 6 tons, and miscellaneous items, 14 tons, making a total of 7,650 tons.

Foreign Trade—Volume X, No. 253. November 3, 1951.

1952—The exports of wheat reached an all-time high of 8,500,000 bushels compared with 7,250,000 in 1951. Twenty-seven ships from Britain, Italy, Germany and Chile took wheat to their home ports as compared with 21 ships last year.

Imports were approximately 13,000 tons as compared with 7,650 tons in 1951. The Western Export and Import Company brought in 7,020 tons of cement, which helped to avoid a crisis in the building industry. Unfortunately, a tariff of eight cents per 100 pounds on cement is imposed.

THE HUDSON BAY ROUTE IS SAFE FOR NAVIGATION

Regardless of the fact that the safety of the Hudson Bay Route has been established, the Eastern Press occasionally refers to navigation hazards in the Hudson

Bay and Straits. The Hudson Bay Route Association must therefore continue to furnish proof of the safety of the route and herewith is reproduced letters and statements by experienced navigators which we believe will further support our contention that our Western Transportation Route is as safe as any other route on the North American continent.

Quebec City,

October 25, 1923.

Captain Joseph Bernier's sworn testimony, given before the Royal Grain Commission, sitting in Quebec City, October 25, 1923. Chairman, Justice W. F. A. Turgeon.

"I have been a navigator since the year 1869 and during that time have mastered 107 ships. I have navigated the waters of the St. Lawrence, Hudson Bay and Strait and the Arctic.

"I claim that with suitable ships navigation the year round is feasible on the St. Lawrence up to Quebec. Hudson Bay and Strait through which I have sailed was safe for navigation from four to six months. I know the Hudson's Bay Company have built ships specially for that route and have never had any trouble. Present ships could be equipped for Hudson Bay service without much expense. Hudson Bay never freezes over but shore ice accumulates in the centre in the summer. Hudson Straits are different for there you encounter odd icebergs. Up to November 15th of each year grain vessels could sail out of the Bay with safety.

"Not before July could the summer traffic begin, though the Hudson's Bay Company's boats went in sometimes by June 1st. A specially built boat could operate later than November 15th for the carrying of grain. Through August, September, October and up to November 15th I regard Hudson Bay navigation as safe as the St. Lawrence route. I think 10,000-ton vessels drawing 24 to 28 feet would be the best type. I think about ten percent would be the cost of fitting up vessels for the Hudson Bay Route over that of the St. Lawrence Route."

STATEMENT ON HUDSON BAY ROUTE

Letter received by Mr. W. J. Hansen, director of Freight Services, Regina, Sask.

S.S. Alcyone Fortune,
Port Churchill, Man., Can.
September 19, 1949.

Dear Mr. Hansen:

This letter is in reply to your verbal request of last August for a statement from me on the Hudson Bay Route.

As you know, my ship, the "Alcyone Fortune," was the first vessel to arrive in Churchill in the 1949 season, arriving there on the morning of August 8. We came from Botwood, Newfoundland, with an aircraft hangar for the R.C.A.F. at Churchill. On arrival, this was unloaded, and we then loaded 351,000 bushels of wheat and sailed for the United Kingdom on August 16, arriving in Leith, Scotland, on August 29.

There we discharged our cargo, loaded a cargo of automobiles, linoleum, liquor and mixed goods (most of it for Regina) and returned to Churchill for a second voyage, leaving Leith on September 7 and arriving in Churchill on September 19 to load with wheat again for the United Kingdom.

I should like to go on record as stating that the passage from the U.K. to Churchill is every bit as safe as the voyage from Britain to Montreal or any other St. Lawrence port.

Perhaps indeed it is safer. The weather on the northern route is not any worse than that encountered on the way to the St. Lawrence. While some fog will be met, it usually clears within an hour or so and consists only of patches. It is certainly no worse than the fog often encountered off the Newfoundland banks.

Regarding the hazard of icebergs, it is unusual to meet bergs east of the 60th parallel, and those bergs met in the Hudson Strait are usually met between the eastern end of the strait and Prince of Wales Island, about half way up. If a ship is radar-equipped, as is the "Alcyone Fortune," these bergs can be easily spotted at night or in fog. Should a ship not have

radar, it would have to slow down in fog if icebergs are in the area.

I should like to point out, however, that a gyro-compass is absolutely essential to any ship on the Churchill run, because of magnetic disturbances in the area and because of the corrections that must be made continually on a magnetic compass course. As you know, insurance rates to the Bay are based on ships fitted with a gyro.

The passage from England to Churchill is quite simple. After leaving the U.K. a course is set for a point about 60 miles south of the southernmost tip of Greenland. When this is reached, a new course is set for Resolution Island at the eastern end of Hudson Strait. From there, a third course is set for Prince of Wales, then for Nottingham Island, then straight across the Bay for Churchill.

Lights and wireless stations in the Strait, plus reports from the ice-breaker N. B. McLean, make it possible for a master to plot his position reasonably accurately at any time, and also be forewarned of the presence of ice or of bad weather.

Regarding the length of the season. As you may know, on our first trip to Churchill we lay off Cape Chidley at the eastern end of the Strait for 2½ days because our insurance would not allow us to enter the Strait before 0001 hours on August 5. The weather during these two days was perfect—calm sea and unlimited visibility. The N. B. McLean said we could proceed any time, but because of insurance regulations we could not.

In my opinion the present season could be extended a week at both ends—before August 5 and after October 10. If there were any danger from ice or bad weather, entering the Straits or leaving Churchill could be left to the discretion and advice of the N. B. McLean.

If the season were thus extended, I see no reason why a chartered ship could not make three trips to Churchill in a season, instead of being limited to two, as at present, under existing conditions.

I trust this information may be of some value to you in your efforts to develop Churchill as a Canadian port and I am glad to have been of this small assistance to you.

Yours faithfully,

T. BOWEN-REES,
Master.

Excerpts from report of the chairman of the Commonwealth Shipping Committee, Sir Clement Jones, upon his visit to Port Churchill in October, 1951.

APPENDIX III

Chairman's Report on His Visit to Port Churchill

On October 3rd I arrived at Montreal where I saw Mr. Clifford Lawes of the Montreal Shipping Company, agents for the ships at Port Churchill, and had a talk with him about the present tonnage situation there. The next day I went to Ottawa.

There I had the great advantage of discussing my prospective journey, and its object, with Mr. Brooke Claxton, minister of defence, Mr. Lessard, deputy minister of transport, and Mr. Roy Milner, transport controller in the Department of Transport. Thanks to the minister of defence the problem of my journey from Winnipeg to Churchill and back was settled by his kindness in arranging transport for me in a Dakota D.C.3 of the Royal Canadian Air Force. This assured the punctuality and comfort of my journey to Hudson Bay and I am most grateful to the minister.

Before leaving London I had called at Canada House in order to report to the high commissioner, Mr. Wilgress, himself a member of this committee, and he recommended me to get in touch with Mr. Roy Milner who had been appointed transport controller for the special—and specially difficult—task of moving the grain shipments. I was therefore very glad to be able to see Mr. Milner in Ottawa and I have since been in correspondence with him about the Hudson Bay cargoes.

In Ottawa also I met Captain J. W. Kerr, supervisor of nautical services in the Department of Transport, and administrative warden for Port Churchill. Captain Kerr has co-operated with our committee on previous occasions and it meant a great deal to me to know that he was to accompany me on my trip from Winnipeg to Churchill and back. Without waiting for the usual place in which to thank him at the end of this report, I should like to record at once my appreciation of his help and advice during our mission.

My objects in visiting Hudson Bay were first to see for myself on the spot the port facilities; and sec-

ondly to collect such information on the subject as our committee in London did not at present possess. All this with a view to helping Underwriters to form an opinion that might lead them to consider a further reduction in the existing Hudson Bay hull insurance rates, and a further extension of the navigation period.

Through all my working life, I have been engaged, on and off, in visits to docks, wharves, harbours, piers and jetties—in New York and Liverpool and Southampton, and in World War I, as secretary of the Mediterranean Transport Commission, I was in Alexandria, Salonica, Malta, Mudros and Cape Helles. Very different in size and varied in equipment as these "port facilities" were, at least they were open all the year round. At Port Churchill however the case is far otherwise. Here is a place where, owing to ice, navigation is only possible between two and three months in the year. The dates permitted by the Underwriters at present are from July 26, coming in between Resolution Island and Cape Chidley, and October 10th departing from Churchill. I had timed my visit to be there October 8 and 9, at the very end of the allotted time.

Captain Kerr and I left Winnipeg airport at 9 a.m. on the 8th October and we arrived, after circling over Hudson Bay, at 1.30 at the airport where we were met by Colonel H. A. Millen, O.B.E., commandant of the camp, to whom I presented a letter of introduction from the minister of defence, and by Mr. Twolan, manager of the port. The airport is close to the fort, where the camp is, and some four miles from the port and the grain elevator.

Port Churchill was called after John Churchill, Duke of Marlborough, who was a governor of Hudson's Bay Company. Fort Churchill was established in 1942 by the U.S. government as an army post and airport. In 1944 the post was taken over by the Canadian authorities and control was vested in the Department of Transport. On October 1, 1946, it became a joint experimental and training station under the Department of National Defence. It is named Fort Churchill to distinguish it from the town site. Fort Churchill is both joint service and inter-service in nature. Elements of the Royal Canadian Navy, Canadian Army, Royal Canadian Air Force, and Defence Research Board are located here. The U.K. Army use it as a base for trials, and the U.S. Army have their

First Arctic Test Detachment here. Here the Union Jack and the Stars and Stripes fly side by side over the administrative building. The Canadian Army provides the commandant. Fort Churchill is used for carrying out trials of equipment and it also serves as a base for Army exercises in the special snow conditions found here.

On the way through the camp we saw something of the fine work that has been done in building up this establishment, the administrative buildings, barracks, houses, schools, cinema, officers' mess and married quarters with rosy-faced children. Thence we crossed the tracks of the Canadian National Railways and soon arrived at the Port. In the afternoon we had our first conference. This was attended by: Mr. Twolan, port manager, Churchill; Mr. Demaulles, accountant at the port; Mr. Luck, port engineer; Mr. Munday, Department of Transport, Ottawa; Mr. Wendell Stanley, Montreal Shipping Company manager.

We started work on the agenda and questionnaire which I had drawn up before leaving London.

Briefly the questions can be summarized:

- 1.—What sort of port facilities at Churchill?
- 2.—How many ships this year?
- 3.—How much cargo?
- 4.—What was the make-up of the fleet and destinations?
- 5.—Any delay due to lack of cargo?
- 6.—Any comments from masters about radar or ice-breakers?

These questions provided the pegs upon which to hang most of our discussion.

1.—Port Facilities:

There is a timber wharf 1,855 feet long with a depth of water alongside of 30 feet at low tide. Upon this wharf is a steel shed with 75,000 square feet of floor area. The shed is 475 feet long by 173 feet wide; part of this is taken up by a railway siding running the length of the shed on the east side. There is a grain shipping gallery 1,462 feet long with four belts.

All loading and discharging is done by the ships' tackle. There are no derricks on the shed. There is one 10-ton caterpillar crane and one 15-ton locomotive crane. The heaviest lift this year, in the inward cargo, was a 35-ton turbo-generator for Regina Light and Power. This was landed by the gear of the ship, which was well up to a lift of 50 tons, and loaded it into a railroad car for Regina. The warehouses are adequate.

2. and 3.—Ships and Cargoes:

The total number of overseas, ocean-going vessels in 1951 was 21; the total amount of wheat shipped was 7,278,000 bushels; both the above figures are records for any year since this service was started.

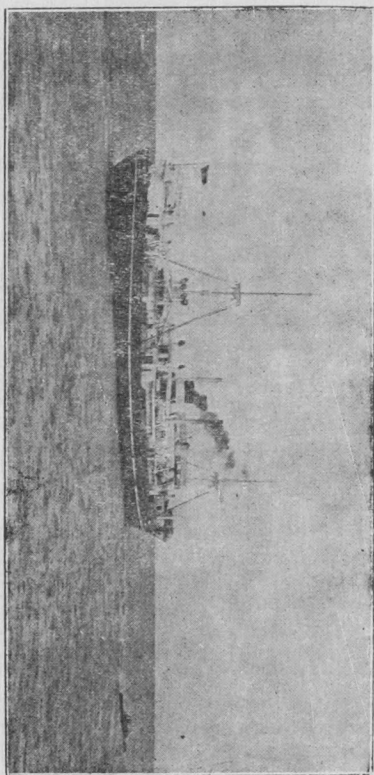
The first ship arrived July 29th; the last ship departed October 4. The considered opinion of the responsible men on the spot is that at least five more ships could have been handled without delay inside the approved dates, namely, July 26th in at Chidley and October 10th out from Churchill, bringing the total to 26 ships.

There was a gap at the beginning of the season when three more ships could have been used, when the place was idle. At the close of the season, when I was there, two more ships could have been handled and 700,000 bushels could have been loaded if the tonnage had been there—but it was not there. The last ship sailed on October 4th. On October 9th, still within the approved dates, the sun was shining, the sky blue, the temperature at 11 a.m. was 56 degrees and rising, the wind S.W. 16 m.p.h. Perfect weather. I took off my jacket and was photographed in my shirt-sleeves in order to show my family (and my Underwriting friends at Lloyds!) what the sub-arctic climate can be on October 9th. Yet alas, no ships were loading!

The consensus of opinion is that 25 to 26 ships could be handled in any one year, with a total of say 10,000,000 bushels. The elevator has a 2½ million bushel capacity and can operate 60,000 bushels per hour. Briefly to sum up, this year the figures have been 21 ships and 7½ million bushels; they could have been 26 ships and 10 million bushels.

4.—The Make-up of the 1951 Fleet:

Thanks to Mr. Twolan, the manager of the port,



and to Mr. C. A. McCallum, the superintendent of the grain elevator, who supplied me with the facts, I was able to get a complete picture of all the 21 ships, with full particulars as to their names, flags, destination and their dates of arrival and departure. Of the 21 ships, 11 were British and 10 under other flags; eight of them were bound for the U.K., 13 for other countries. The S.S. Warkworth, owned by R. S. Dalgliesh Ltd., of Newcastle-on-Tyne, was the first in (July 29th) and the last out (October 4th).

5.—Delays in Port:

It is obvious that in the working of any port, large or small, the main consideration must be the smooth flow of traffic. Congestion and bunching of either ships or cargo must be avoided. This year at Churchill there was an orderly arrival of ships; there was "no trouble with bunching," I was told, and no delay due to lack of cargo. On the other hand there was a congestion of cargo at the beginning of the season owing to lack of ships, as already noted. When the Warkworth arrived on July 29th not only was the elevator full but there were 800 cars all the way from The Pas to Churchill on the Hudson Bay Railway. These could not be unloaded because the ships were not there.

The only case reported of delay to a ship was that of the Harold T. Andrews which was kept waiting one day for a particular grade of wheat. The average time taken for loading a ship with grain was 12 hours. She is here for two days and then away.

As to inward cargo, the Warkworth in July brought about 6,000 tons of cement, steel pipes, glass and liquor. In September she brought 1,385 tons of cement and general cargo.

More than once in this report I have referred to the shortage of tonnage even within the approved dates. Two ships, the Derryheen and North Anglia, were supposed to make two voyages each, but both were held up in Montreal and only made one voyage each.

It is not for our committee on this occasion to enter into this question, but the adequate and orderly allocation of tonnage must always be a problem for those in charge of the situation. Churchill can take five ships comfortably at one time; three at the wharf and

two in the harbour. This year there was no trouble, but it is easily seen how a surplus or shortage of tonnage would soon lead to confusion.

6.—The Views of Masters of Ships:

We are told that when a captain comes to Churchill for the first time, early in the season, he is inclined to be nervous of the ice and to slow up before entering but he soon gets used to the voyage and indeed to like it.

Most captains say that radar makes coming in a lot easier, but, in their experience, if you get into pack ice, it does not help you to find leads out unless they are very wide ones. Captains coming without radar say they would like to have it. One American ship, the Harold T. Andrews, had no radar.

It is essential that masters of ships on entering Hudson Bay should communicate with the N. B. McLean patrol ship between Resolution Island and Cape Chidley. This ship is a powerful ice-breaking steamer, equipped with radio, towing gear, searchlight and salvage plant. She is stationed in Hudson Strait at the opening of navigation each year. There is also now in service a new ice-breaker, the C. D. Howe, belonging to the Canadian government, which, as mentioned in our committee's report, 1951, is available for Hudson Strait and Bay service. In addition to these two ships, the Canadian Navy is now building a new vessel which is partly an ice-breaker and partly a man-of-war and when she is completed she will be able to lend a hand in making the navigation of Hudson Bay safer yet and in helping to reduce the risks.

On October 9th, a lovely, sunny day as I have recorded already, we started out after breakfast to see the grain elevator. Here we were shown all round by Mr. C. A. McCallum, the superintendent, who took us, floor by floor, from the basement where the railway freight cars were being emptied, up to the very roof of this high building. We had conferences in the superintendent's office with him and with the grain inspector, Mr. Finner, of the Department of Trade and Commerce. Much of the information that we obtained here about the grain shipments in 1951 and their destination has been recorded in this report already.

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A.B.C. CIRCULATION

Sept., 1944	2969
Sept., 1945	3548
Sept., 1946	3716
Sept., 1947	4044
Sept., 1948	4178
Sept., 1949	4274
Sept., 1950	4398
Sept., 1951	4466
Feb. 26, 1953, Press Run	5320

We left Churchill in the R.C.A.F. Dakota at 1.30 and, after an excellent flight with perfect visibility with a tail wind, at 145 miles at 10,000 feet, we arrived at Winnipeg before 5 o'clock. Captain Kerr proceeded to Ottawa and I went on to Regina. There on the following day I had the pleasure of having talks with Mr. T. C. Douglas, the premier, Mr. L. F. McIntosh, minister of the Department of Co-operation, Mr. B. N. Arnason, deputy minister, and Mr. W. J. Hansen, director of trade services.

An Englishman, visiting Churchill for the first time and for a short time, would be rash indeed were he to start preaching about the proper dates for the entry and departure of ships. What he can do is to consult the views of reliable men who have had years of experience. Mr. Twolan has been manager of the port for 23 years, since 1928. He has been daily acquainted with the weather, the ships and their cargoes. He has expressed his considered opinion that it would be safe for a vessel to arrive at Cape Chidley on July 23rd, and safe to leave Churchill on October 15th. I leave it at that.

Before closing this report about my sub-arctic mission I should like to thank all those who helped me in different ways; more especially Mr. T. C. Douglas and Mr. Graham Spry who invited me to go; Mr. Brooke Claxton, minister of defence, who made the going possible; and Mr. Twolan and Mr. McCallum and their staffs who made my going worth while, by supplying me with the information that I was seeking for the use of our committee.

—C. J., 1st November, 1951.

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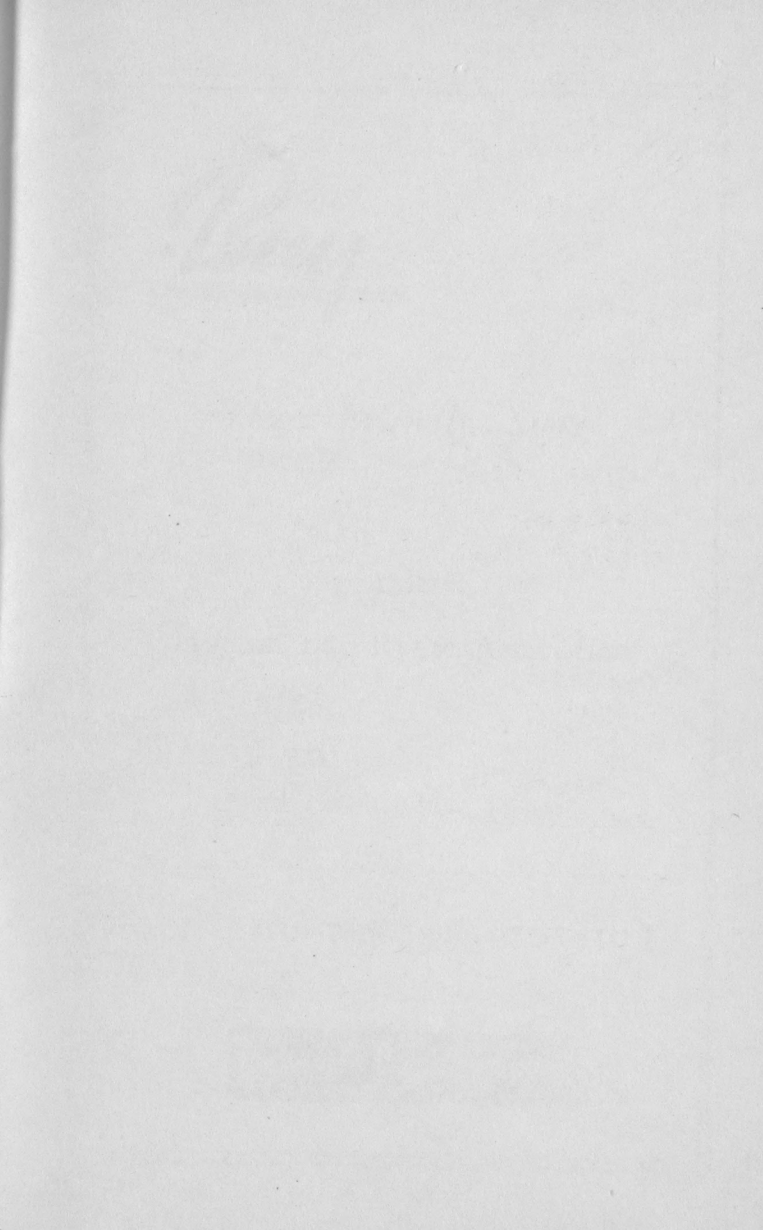
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2. **YOUR COMPANY** imported 8,000 tons of British and European goods via the Port of Churchill this year! This is twice the total imports of all firms in Western Canada last year, and constitutes 75% of total imports this year.
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